

Mails.

NORDDEUTSCHER LLOYD.

BREMEN.

IMPERIAL GERMAN MAIL LINES.

SHANGHAI, NAGASAKI, KOBE { "DERFFLINGER" } About WEDNESDAY, 29th December.
and YOKOHAMA { Capt. G. Meiners }
MANILA, YAP, NEWGUINEA, { "PRINZ SIGISMUND" } FRIDAY, 31st Dec., Daylight.
BRISBANE, SYDNEY & MEL. { Capt. D. Lenz }
BOURNE { }
YOKOHAMA and KOBE { "COBLENTZ" } About SATURDAY, 8th January.
Capt. D. Lenz

NORDDEUTSCHER LLOYD.

MELCHERS & CO.,

GENERAL AGENTS, HONGKONG & SHINA.

Hongkong, 20th December, 1900.

MESSAGERIES MARITIMES.

FRENCH MAIL LINES.

FORTNIGHTLY SERVICE TO and FROM EUROPE via SUEZ CANAL.
TO and FROM JAPAN via SHANGHAI.

For SHANGHAI, KOBE, YOKOHAMA, NERA, Martin, 3rd Jan., P.M.
MARSEILLES, VIA PORTS POLYNESIESE, Broc, 4th Jan., at 1 P.M.
SHANGHAI, KOBE, YOKOHAMA, TOURANE, Bourge, 17th Jan., P.M.
MARSEILLES, VIA PORTS OCEANIESE, Sellier, 18th Jan., at 1 P.M.
Transshipment on the Co.'s Steamers at Singapore for Batavia; at Colombo for Calcutta, Bombay and Australia; at Port Said for the Levant, Constantinople and Black Sea.
Through Tickets to London via Paris from £27.10 up to £71.10. 30 hours' railway from Marseilles to London.
Interpreters meet passengers at their arrival to Marseilles.
For further particulars, apply to

P. THOMAS.

AGENT,

QUEEN'S BUILDINGS.

Hongkong, 21st December, 1900.

MESSAGERIES CANTONNAISES.

HONGKONG-CANTON-KWANGSI RIVER SERVICE.

S.S. "PAUL BEAU" and "CHARLES HARDOUIN"
Capt. Marabal (1900 tons 14 knots) Capt. Biennime

DEPARTURE:
From HONGKONG the Co.'s Wharf near Wing Lok Street Every Night at 10 excepting Saturdays.
From CANTON (French Concession, Shameen) Every Evening at 5.15 excepting Sundays.

FARES:—1ST CLASS \$5.00, 2ND CLASS \$2.00.

French Cuisine and Wines of the Best Vintage. Meals, \$1.50.

S.S. "ROBERT LEBAUDY," Capt. Vivier
CANTON-WUCHOW SERVICE—SEE SCHEDULE.

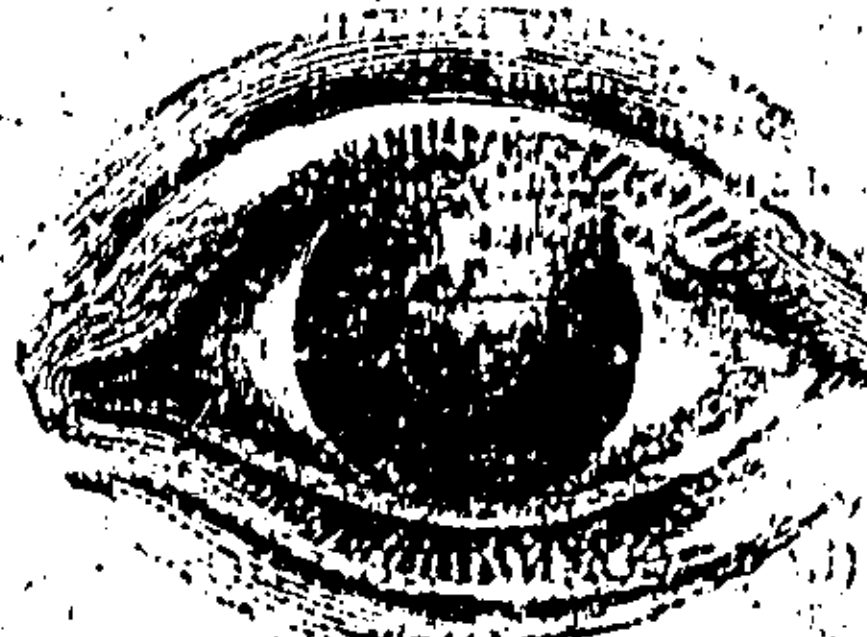
For further information, apply to—

HEAD OFFICE, Canton.
P. A. LAPICQUE & Co., Ho 1, Kong (4 Queen's Building, Tel. No. 950)

N.B.—Guides (\$2.00), sedan chairs and bearers (\$1.80) can always be engaged at Canton. By starting at about 8 o'clock in the morning on a visit to the picturesque Chinese City, the tourist will find time to view the shops and other places of interest, returning to Shameen at about 3 p.m.
Hongkong, 19th November, 1900.

Intimation.

EYES



RIGHT!

N. LAZARUS, OPHTHALMIC OPTICIAN,
CORNER OF D'AGUILAR STREET AND QUEEN'S ROAD.

WILL test your eyes free of charge, and if they are wrong will put them right.

Lenses Ground. All kinds of Repairs. Spectacles for all requirements.
Ask, or write, for Illustrated Booklet on "Defective Sight."
LONDON, CALCUTTA, SHANGHAI,
John Street, Bedford Row, W.C. 10, Bank Street, 165, North Bridge Road,
Singapore, 20th March 1901.

Intimations.

THE YOKOHAMA DOCK CO., LTD.

No. 1 DOCK.	No. 2 DOCK.	No. 3 DOCK.
Docking Length 515 ft.	Docking Length 376 ft.	(IN COURSE OF CONSTRUCTION.)
Width of Entrance, ... 80 "	Width of Entrance, ... 50 "	Width of Entrance, ... 63 "
Water on Blocks 28 "	Water on Blocks, ... 26 "	Water on Blocks 21.5 "

THESE DOCKS are conveniently situated in Yokohama harbour and the attention of Captains and Engineers is respectfully called to the advantages offered for Docking and repairing Vessels and Machinery of every description.

The plans and tools are of recent patterns for dealing quickly and cheaply with work and a large stock of material is always at hand, (plates and angles all being tested by Lloyd's surveyors).

Two powerful Twin Screw Tugboats are available for taking Vessels in or out of Dock, and for taking Sailing Vessels in or out of the bay. The floating derrick is capable of lifting 40 tons.

Steam Launches of Steel or Wood, Lighters, Steel Buildings and Roofs, Bridge Work, and all kinds of Machinery are made on the premises.

Tenders will be made up when required and the workmanship and material will be guaranteed.

The cost of Docking, and repair work, will be found to compare favourably with that of any port in the world.

A large mooring basin is available alongside our works for mooring vessels whilst under repairs.

Telephone: Nos. 876, 406, or 681.

Telegrams, "Dock, Yokohama," Codes A. B. C. 4th and 5th Edt.

Liebers, Scotts, A. 1, and Watkins.

Yokohama, April 28th, 1903.

PABST EXTRACT.

THE best TONIC for keeping in perfect health in the Tropics.

It is a liquid food in predigested form, containing all the bracing, soothing and tonic effects of the choicest hops. Nearly Non-alcoholic.

Highly recommended by the local medical profession in cases of Debility after Malaria, from overwork or other causes, Anemia, Nervousness or Dyspepsia. Samples on application.

ALSO JUST RECEIVED—

PABST (American) BEER, in barrels of 120 bottles. In view of the arrival of the American fleet in a few days, please order early, as our stock is limited.

SIEMSEN & CO.,

Agents,

Hongkong, 13th December, 1900.

REGRET

You will NEVER if you

VISIT

MOHIDEEN &

THAHA,

in

D'AGUILAR STREET,

the

NEW JEWELLERS

AND DEALERS

in

CEYLON PRECIOUS

STONES

of every description, and

other GEMS.

Hongkong, 31st August, 1900.

Dentistry

TSIN TING.

LATEST METHODS OF DENTISTRY.

STUDIO AT NO. 14, D'AGUILAR STREET.

REASONABLE FEES.

Consultation Free.

Hongkong, 29th June, 1904.

Dr. M. H. OHAUN,

THE LATEST METHOD

of the

AMERICAN SYSTEM OF DENTISTRY

14, QUEEN'S ROAD CENTRAL.

From the University of Pennsylvania, U.S.A.

Hongkong, 16th April, 1901.

F. BLACKHEAD & Co.,

SHIP-CHANDLERS, SAILMAKERS,

COAL AND PROVISION MERCHANTS, NAVAL CONTRACTORS

AND GENERAL COMMISSION AGENTS,

GROUND FLOOR,

ST. GEORGE'S BUILDING,

HONGKONG,

SOAP AND SODA MANUFACTURERS

SOLE AGENTS FOR

HARTMANN'S RAHTJEN'S GENUINE

COMPOSITION RED HAND

BRAND, HARTMANN'S GREY PAINT

DAIMLER'S PATENT MOTOR

LAUNCHES, &c., &c., &c.

Sole Agents for

FERGUSON'S SPECIAL ORNAM

and

P & O. SPECIAL LIQUOR SCOTCH

WHISKY, &c.

EVERY KIND OF

SHIP'S STORES AND REQUISITES

ALWAYS IN STOCK.

AT

REASONABLE PRICES

Hongkong, 17th March, 1901.

MOTOR CARS

FOR HIRE.

THE ONLY GARAGE IN TOWN.

MOTOR BOATS

FOR HIRE

ALWAYS AT BLAKE PIER.

NEW BICYCLES

FOR HIRE and SALE.

GENERAL REPAIRERS

TYPEWRITERS, BICYCLES

and MOTORS.

DRAGON CYCLE DEPOT,

33 and 35 Des Voeux Road.

THE PLUM PUDDING SEASON.

A few years ago, the *Lancet* pronounced solemnly in favour of plum pudding as a nutritious and even a digestible form of diet declaring that extra indulgence on Christmas day is permissible, having regard to the stimulus that merriment and jollity afford to the digestive organs. Fortified by this authority we may all make up our minds to be hygienically happy and to gourmandise on scientific principles.

SERVANTS OF THE PUBLIC.

CHINESE MINISTER AND NEWSVENDORS' INSTITUTION.

An extremely sympathetic speech concerning the members of a community described as faithful servants of the public was made on November 8, by the Chinese Minister (Lord Li Ching Fong, K.C.V.O.), presiding at the seventieth annual festival dinner of the News-vendors' Benevolent and Provident Institution, held at De Keyser's Royal Hotel.

The Chinese Minister, in proposing the toast of the evening, said that during the 70 years in which the institution had been in existence it had done much to raise the credit and improve the character of the profession. All its work had been done at very small cost, and in a very unostentatious manner (cheers). He earnestly invited the kindly co-operation and practical assistance of those present for the institution (cheers).

Mr. E. Marshall Hall, K. C., in proposing Parliament, expressed the opinion that ere long they would be able to sink party feelings and rally round the standard of constitutionalism (hear, hear). Lord Biddulph, in responding, mentioned that for 45 years he had sat in one House or the other. While he did not know what would be the fate of current matters of legislation, he was convinced that whatever the House of Lords did, whatever the decision they arrived at, they would be prompted by a sincere desire to promote the best interests of the nation (cheers). His lordship asked them to judge them by their actions, and not to find fault with them hastily and unreasonably and to accuse them of selfish, personal motives (hear, hear).

Intimations.

FURNITURE WAREHOUSE.

LI KWONG LOONG & CO.,

CABINET-MAKERS AND ART DECORATORS,

from Shanghai, has re-opened their

FURNITURE STORE

at

No. 39, DES VOEUX ROAD CENTRAL.

The only Shop in Hongkong with this name

Where HIGH-CLASS FURNITURE

of every description can be made to order in any design required.

Have been patronised by the Hongkong Club, Hongkong Hotel, Telegraph Co. Messrs. A. S. Watson & Co., Firms and other leading establishments in the Colony; to whom reference can be made as to the Superior Workmanship and Materials of the Furniture, &c., supplied.

Messrs. A. S. Watson & Co., Ltd., write as follows:—

"We have pleasure in stating that Mr. LI KWONG LOONG furnished the Annex to our Dispensary and gave us every satisfaction." (Sd.) A. S. WATSON & Co.

25th May, 1891.

ORDERS punctually attended to, and CHARGES most moderate.

AN INSPECTION INVITED

Hongkong, 17th December, 1900.

YEE SING,

NO. 4, D'AGUILAR STREET.

MANUFACTURE WHOLESALE AND

RETAIL DEALERS

in all kinds of hand-made

DRAWN and EMBROIDERY CHINESE

LINE GRASS CLOTH, PEWTER

WARE, &c.,

all of the best quality.

Hongkong, 17th December, 1900.

GREEN ISLAND CEMENT COMPANY, LIMITED.

PORTLAND CEMENT.

In Casks of 375 lbs. net \$5.50 per Cask

ex Factory.

In Bags of 250 lbs. net \$3.45 per Bag

ex Factory.

SHEWAN TOMES & CO.,

General Managers.

Hongkong, 16th August, 1900.

THERAPIUM MAY NOW ALSO BE OBTAINED

IN DRAGEE (TASTELSS) FORM.

THE NEW FRENCH REMEDY

TRADE MARK.

This successful and highly popular remedy, used in the Continental Hospitals by M. J. Bouché, M.D., of Lyons, and other eminent physicians, is a medicine of the kind, and surpasses every other remedy.

THERAPIUM No. 1 is a

very powerful remedy, which removes all dis-

charges, effectively superseding injections, the use of

which does irreparable harm by laying the foundation of

neuritis and other serious diseases. In dysentery, piles,

inflammation of the lower bowel, cough, bronchitis, asthma,

and some of the more trying complaints of this kind, it

will be found an absolutely efficacious, affording prompt

relief where other well-tried remedies have been powerless.

THERAPIUM No. 2 is for im-

purities of blood, scurvy, pimples, spots, blotches, pains and

swelling of joints, secondary symptoms, gout, rheumatism,

and all diseases for which it has been found so much a

valuable remedy. It is a powerful tonic, and restores

energy and vigour to those suffering from enervating influences of

long residence in hot, unhealthy climates.

THERAPIUM No. 3 is for ex-

cessive action of the bowels, and is sold by principal

doctors, chemists, and druggists throughout the world.

It is sold by the Proprietors, who are in a position to

supply the whole of the requirements of the public.

It is sold by the Proprietors, who are in a position to

WEATHER-FORCAST AND

STORM-WARNINGS ISSUED

FROM THE HONGKONG

OBSERVATORY.

METEOROLOGICAL SIGNALS.

Meteorological signals are hoisted on the mast in front of the Water Police Station at Tsim Sha Tsui for the information of masters of vessels leaving the port. They do not necessarily imply that bad weather is expected here.

Signal No.

1. A CONE point upwards

Indicates a Typhoon to the North of the Colony.

2. A CONE point upwards and DRUM below

Indicates a Typhoon to the North-East of the Colony.

3. A DRUM

Indicates a Typhoon to the East of the Colony.

4. A CONE point downwards and DRUM below

Indicates a Typhoon to the South-East of the Colony.

5. A CONE point downwards

Indicates a Typhoon to the South of the Colony.

6. A CONE point downwards and BALL below

Indicates a Typhoon to the South-West of the Colony.

7. A BALL

Indicates a Typhoon to the West of the Colony.

8. A CONE point upwards and BALL below

Indicates a Typhoon to the North-West of the Colony.

Red Signals indicate that the centre is believed to be more than 300 miles away from the Colony.

Black Signal, indicate that the centre is believed to be less than 300 miles away from the Colony.

The above signals will, as heretofore, be hoisted only when typhoons exist in such positions or are moving in such directions that information regarding them is considered to be of importance to the Colony or to shipping leaving the harbour.

These signals are repeated at the Harbour Office, H.M.S. Tamar, Green Island Signal Mast, and the Flagstaff on the premises of the Hongkong and Kowloon Wharf and Godown Company at Kowloon.

URGENT SIGNAL.

In addition to the above, when it is expected that the wind may increase to full typhoon force at any moment, the following Urgent Signal will be made at the Water Police Station, and repeated at the Harbour Office:—

THREE EXPLOSIVE BOMBS, AT INTERVALS OF TEN SECONDS.

A Black Cross will be hoisted at the same time, superior to the other shapes.

NIGHT SIGNALS.

The following Night Signals will be exhibited from the Flagstaff on the roof of the Water Police Station at Kowloon, the Harbour Office Flagstaff, and H.M.S. Tamar.

I. Three Lights Vertical, Green Green Green, indicates that a typhoon is believed to be situated more than 300 miles from the Colony.

II. Three Lights Vertical, Green Red Green, indicates that a typhoon is believed to be situated less than 300 miles from the Colony.

III. Three Lights Vertical, Red Green Red, indicates that the wind may be expected to increase to full typhoon force at any moment.

No. III. Signal will be accompanied by the Explosive Bombs, as above, in the event of the information conveyed by this signal being first published by night.

These Night Signals will be substituted for the Day Signals at sunset, and will, when necessary, be altered during the night.

SUPPLEMENTARY WARNING.

For the benefit of Native Craft and passing Ocean Vessels, a Cone will be exhibited at each of the following stations during the time that any of the above Day Signals are hoisted in the Harbour.

Gap Rock. Aberdeen.

Waglan. San Ki Wan.

Stanley. Sal Kung.

Cape Collinson. Sha Tan Koi.

Tai Po.

This will indicate that there is a depression somewhere in the China Sea, and that a Storm Warning is hoisted in the Harbour.

Further details can always be given to Ocean Vessels, on demand, by signal from the light houses.

F. G. FROD, Director.

19th Nov. 1901.

Intimation.

Powell's
NEW
FABRICSIN
ENDLESS
VARIETY
FOR
WINTER
CURTAINS

PORTIERES.

WINDOW
DRAPERIES.MANTEL
DRAPERIES.CASEMENT
BLINDS.CUSHIONS
AND
RE-COVERING
FURNITURE.SHOW ROOMS
FIRST FLOOR
ALEXANDRA

BUILDINGS.

POWELL'S

Hongkong, 29th December, 1900.

Public Company

THE CHINA LIGHT AND POWER
COMPANY, LIMITED.

NOTICE is hereby given that an EXTRA-ORDINARY GENERAL MEETING of the above-named Company will be held at the Office of Messrs. SHEWAN, TOMES & CO., Victoria, Hongkong, TO-MORROW, the 30th day of December, 1900, at 2 o'clock in the afternoon, for the purpose of considering and if thought fit passing the Subjoined Resolution, that is to say:—

That the Articles of Association of the Company be altered.

1. By inserting therein immediately after paragraph 4 of Clause VIII. a new paragraph as follows:—

5. Whenever the Capital of the Company is divided into several Classes of Shares all or any of the rights and privileges attached to any Class may be modified altered sub-divided re-arranged or dealt with by Special Resolution of the Company passed pursuant to an Agreement in writing made between the Company and some member of the Class purporting to contract on behalf of the members of the Class provided such agreement shall be before the Special Resolution is passed be ratified by Extraordinary Resolution passed at a separate Meeting of the Class or by writing under the hand of the holders of at least two-thirds of the Shares of the Class and it shall be no objection to any such Agreement that it provides for a reduction of Capital otherwise than in accordance with the legal rights of the holders of shares of the Class or for the payment of a dividend or bonus otherwise than in accordance with the rights of the Holders of the shares of the Class or for the allotment of shares credited as fully or partly paid up in satisfaction or part satisfaction of such dividend or bonus and for the purposes of this Clause a Resolution shall be an Extraordinary Resolution when it has been passed by a majority of not less than two-thirds of such members of the Class entitled to vote as are present in person or by proxy at a separate General Meeting of the Class of which Notice specifying the intention to propose the Resolution has been duly given and so that the quorum of any such Meeting shall be three members at least of the Class and so that the Meeting shall be called in accordance with the provisions hereof.

2. By inserting immediately after paragraph 7 of Clause XVI. a new paragraph as follows:—

8. Any General Meeting declaring a Dividend may direct payment of such Dividend wholly or in part by the distribution of specific assets and in particular of paid up shares Debentures or of any other Company or in any one or more of such moneys and the General Managers shall give effect to such direction and where any difficulty arises in regard to the distribution they may settle the same as they think expedient and in particular may issue fractional Certificates and may fix the value for distribution of such specific assets or any part thereof and may determine that cash payments shall be made to any members upon the footing of the value so fixed in order to adjust the rights of all parties and may vest any such specific assets in Trustees upon such trusts for the persons entitled to the Dividend as may seem expedient to the General Managers. Where requisite a proper contract shall be filed in accordance with Section 7 of the Companies Act 1900 and the General Managers may appoint any person to sign such contract on behalf of the persons entitled to the Dividend and such appointment shall be effective.

Should the above Resolution be passed by the requisite majority it will be submitted for confirmation to a further Extraordinary General Meeting which will be subsequently convened.

Dated the 21st day of December, 1900.
By Order
SHEWAN, TOMES & CO.,
General Managers.

To Let

TO LET.

OFFICES and ROOMS on the 2nd Floor of No. 14, Des Vaux Road Central (formerly occupied by Messrs. Shewan, Tomes & Co.).

Apply to—
THE COMPTROLLER DEPARTMENT,
E. D. Sassoon & Co.,
Queen's Road Central.
Hongkong, 11th September, 1900. [188]

TO LET.

IN No. 6, DES VEAUX ROAD CENTRAL, One Godown.
IN No. 5, QUEEN'S ROAD CENTRAL, Victoria Building, Rooms suitable for Offices.
ROOMS in College Chambers, No. 31, WYNDHAM STREET.

Apply to—
DAVID SASSOON & Co., Ltd.
Hongkong, 18th November, 1900. [181]

TO LET.

KING'S BUILDINGS, OFFICES facing the Harbour from about October, at present in occupation of Messrs. Jardine, Matheson & Co., Ltd.

Apply—
THE HONGKONG LAND INVESTMENT & AGENCY CO., LTD.
Hongkong, 3rd June, 1900. [463]

TO LET.

NO. 20 and 21, PRAYA, KENNEDY TOWN, two extensive two-storied semi-detached godowns, ground surface of cement concrete.

No. 1A, Praya, Kennedy Town, one extensive two-storied godown.
All are in first class condition, suitable for storing Rice, Flour, &c.
Rents moderate.

Apply to—
DAVID SASSOON & Co., Ltd.
Hongkong, 8th November, 1900. [189]

To Let.

TO LET.

GODOWN, No. 4, PRAYA, Kennedy Town.
Apply to—
THE HONGKONG LAND INVESTMENT & AGENCY CO., LTD.
Hongkong, 22nd October, 1900. [1730]

TO LET FURNISHED.

"PANTALLON," 126A, Barker Road.
Rent \$125.00 per month. Seen by appointment only.
Apply to—
GODDARD & DOUGLAS.
Hongkong, 8th December, 1900. [824]

TO LET.

NO. 3, MORRISON HILL. Immediate entry.
Apply—
Messrs. JARDINE, MATHESON & Co., LTD.
Hongkong, 9th December, 1900. [408]

TO LET.

OFFICES, No. 2, CONNAUGHT ROAD, 3rd Floor.
No. 3, CLIFTON GARDENS, CONDUIT ROAD.
A HOUSE in WONG-WEI-CHONG ROAD.
A HOUSE in YIPON TERRACE.
OFFICES in YORK BUILDING.
GODOWNS in PRAYA EAST, BLUE BUILDINGS, and No. 16A, DES VEAUX ROAD, next to the Hongkong Hotel.
FLAT in MORRISON TERRACE.
No. 10, DES VEAUX ROAD CENTRAL, 1st Floor.
Apply to—
THE HONGKONG LAND INVESTMENT & AGENCY CO., LTD.
Hongkong, 30th November, 1900. [151]

TO LET.

GODOWN, No. 5A, DUNDRELL STREET.
Apply to—
THE HONGKONG LAND INVESTMENT & AGENCY CO., LTD.
Hongkong, 10th December, 1900. [170]

For Sale.

FOR SALE

AT

GRACA & CO'S
STORE,

27, DES VEAUX ROAD CENTRAL.

DOLLS.

TOM SMITH'S CRACKERS.

TOYS.

SWEETS.

CHRISTMAS and NEW YEAR

CARDS.

ALBUMS.

CHILDREN'S MAIL CARTS.

AND

A Variety of Articles suitable

for

CHRISTMAS.

INSPECTION INVITED.

GRACA & CO.

27, DES VEAUX ROAD CENTRAL.

LEE YEE

HAIR DRESSING SALOON.

HAS ALWAYS ON HAND
CIGARS, CIGARETTES.AND
TOILET REQUISITES

FOR SALE.

17, DUNDRELL STREET,
HONGKONG.
Hongkong, 2nd September, 1900. [189]

POST OFFICE DEVOLUTION.

RELEVING ST. MARTIN'S OF NEEDLESS WORK.

Steps are being taken to bring about a re-organization of the General Post Office on the lines of devolution, reports the *Morning Leader*. It was one of the recommendations of the Hobhouse Committee that decentralization should be considered and since then a departmental committee, of which this late secretary to the G.P.O., Sir Henry Babington Smith, was chairman, has been working out a practical scheme.

The committee, at the conclusion of its labours some two or three months ago, submitted certain proposals to the Postmaster-General. These proposals, after having been dealt with by Sir Buxton, were communicated to the Treasury.

An official statement was made at St. Martin's Gr. and, on November 19, to the effect that the report that the Treasury has approved a scheme for the reorganization of the Post Office is without foundation.

DEVOLUTION SCHEME.

While it is no doubt, quite true, seeing that the scheme would not require the approval of the Treasury, we understand that the scheme in question involves the devolution of a good deal of the routine work of the secretary's department of the Post Office on to the 16 surveyors and their staffs, who are distributed over the United Kingdom as well as on to the postmasters of the various districts. For the most part the work from which headquarters will get relief will consist of correspondence with the public not involving matters of principle. At the present moment all correspondence with the public in England and Wales is dealt with in the secretary's office, and some 600,000 cases have in this way to be dealt with by the staff, many of them involving the writing of numerous letters. When the scheme of reorganization is put into operation—probably in January next—a good deal of this labour will be delegated to the country staffs, and thereby it is probable both time and money will be saved. It is not expected that much reduction will be made in the major staff at the secretary's office, though some assistant clerks may be transferred to the provinces or to other Government departments.

NEW CLASS OF CLERKS.

A new class of clerks has been recently created which will be recruited by competitive examination, from among the boy messengers at present in the employment of the department. These clerks will be employed in the principal offices, and will be available to assist in the additional work that will fall upon the surveyors and postmasters' staffs. The creation of this class of appointment will also help to solve the problem of the future of messengers, whose employment as such terminates under the regulations, at the age of 18.

We understand also that the reorganization of the supplementary establishment of the secretary's office, which has been under consideration for some time, has advanced a stage. A report has been drawn up by the departmental committee which has been considering the subject, and this report, after receiving the approval of the postmaster-general, was submitted to the Treasury some two months ago. Up to the present, however, no reply has been received from the latter department; and the staff, which first approached the secretary to the Post Office two years ago on the subject, is becoming impatient.

Intimations.

BRITISH MUNICIPAL COUNCILS,
TIENTSIN.

APPLICATION is invited for the position of ENGINEER to the British Municipal Councils, Tientsin.

Applicants should state their age, whether married or single, and should give full details of their previous experience, especially of their experience in China.

Canvassing will constitute a disqualification. The salary will be Tientsin Taels 400 per month, with medical attendance.

The selected candidate must pass a medical examination. Only copies of testimonials need be sent. Applications to be endorsed "Appointment of Engineer," and to be addressed to The Chairman, British Municipal Councils, Tientsin; they should reach Tientsin not later than January 15th, 1901.

By Order of the Council,
W. MCLEISH,
Secretary.
Tientsin, 8th December, 1900. [861]

OSMAN &
GASUM,

1 & 8, D'AGUIAR STREET.

JUST UNPACKED

Ladies' Trimmed and Untrimmed

HATS, RIBBONS, FLOWERS

& FEATHERS.

MUSLIN and FIGURED VOILES.

LACE and EMBROIDERIES a specialty.

TABLE LINENS, SERVIETTES and

HOUSEHOLD LINENS.

Samples on application.

Coast Port Orders carefully

executed.
Hongkong, 29th September, 1900. [181]

Auctions.

PUBLIC AUCTION.

THE Undersigned have received instructions to sell by
PUBLIC AUCTION,
FOR ACCOUNT OF THE CONCERNED,
TO-MORROW,
the 30th December, 1900, at 11 A.M., at their Sales Rooms, No. 8, Des Vaux Road, corner of Ice House Street,
A QUANTITY OF
DOHERTY and RAMSEY'S TENNIS RACQUETS,
ALSO
One Case of AUSTRIAN TOBACCO.
TERMS:—As Usual.
HUGHES & HOUGH,
Auctioneers.
Hongkong, 29th December, 1900. [870]

PUBLIC AUCTION.

THE Undersigned have received instructions from Commander J. DA CUNHA LIMA, to sell by
PUBLIC AUCTION,
TO-MORROW,
the 30th December, 1900, at 3 P.M., on board, as she now lies off The Hongkong & Whampoa Dock Co.'s Docks at Hung Hom,
The Late Gunboat
"RIO LIMA,"
Extreme Length 163 ft. 6 in.
Length on Water Line 150 ft. 3 in.
Extreme Breadth 27 ft. 7 in.
Displacement 635 tons.
Draught Forward 10 ft. 0 in.
Aft 11 ft. 2 in.

ENGINES—Compound Surface Condensing (Horizontal) by Laird Brothers, Birkenhead.

BOILERS—(2) Cylindrical 4 years old, Working Pressure 60 lbs. per square inch.

The Vessel is now open to inspection (Sunday excepted).

Inspecting Orders can be obtained from the Auctioneers.

Terms:—Cash before Delivery, 25 % of the Purchase Money to be paid on the fall of the Hammer, Balance and clearance to be effected within 7 days after the date of sale.

Anchors and Chains to be sold with the Ship.

For further particulars apply to the Auctioneers.

A Steam Launch will leave Blake Pier at 2.30 p.m. to convey intending purchasers.

HUGHES & HOUGH,
Auctioneers.
Hongkong, 29th December, 1900. [860]

PUBLIC AUCTION.

THE Undersigned have received instructions to sell by

PUBLIC AUCTION,

FOR ACCOUNT OF THE CONCERNED,

on

FRIDAY,

the 31st December, 1900, at 3 P.M., at their Sales Rooms, No. 8, Des Vaux Road, corner of Ice House Street,

A LARGE ASSORTMENT OF

HIGH CLASS BONBONS, SWEETS,

CHOCOLATES, &c.
TERMS:—As usual.
HUGHES & HOUGH,
Auctioneers,
Hongkong, 28th December, 1900. [874]

PUBLIC AUCTION.

THE Undersigned have received instructions from

The Honourable The Director of Public Works,

to sell by

PUBLIC AUCTION,

on

THURSDAY,

the 6th January, 1901, at 11 A.M., at The Public Works Department Stores, Wanchai, Praya East.

SUNDRY OLD and CONDEMNED

STORES.

Comprising:—

OLD IRON WIRE, IRON GRATINGS,

A Quantity of S. W. PIPING, One STAMP

MACHINE, OLD IRON, STEEL RAILS,

BRASS, STOP COCKS, OLD WHITE

METAL, &c., &c.
TERMS:—As usual.
HUGHES & HOUGH,
Government Auctioneers,
Hongkong, 28th December, 1900. [875]

PEAK TRAMWAYS COMPANY,

LIMITED.

TIME TABLE.

WEEK DAYS.

7.00 a.m. to 10.00 a.m. ... Every 10 minutes.

10.00 a.m. to 11.00 a.m. ... Every 15 minutes.

11.00 a.m. to 12.15 p.m. ... Every 15 minutes.

12.15 p.m. to 1.15 p.m. ... Every 10 minutes.

1.15 p.m. to 2.15 p.m. ... Every 15 minutes.

2.15 p.m. to 3.00 p.m. ... Every 15 minutes.

3.00 p.m. to 4.00 p.m. ... Every 15 minutes.

4.00 p.m. to 5.00 p.m. ... Every 15 minutes.

5.00 p.m. to 6.00 p.m. ... Every 10 minutes.

NIGHT CARS on Week Days.

SATURDAY.

Extra cars at 1.15 p.m., 3.15 p.m., and 11.45 p.m.

SPECIAL CARS by Arrangement, at the Company's Office, ALEXANDRA BUILDING, Des Vaux Road Central.

JOHN D. HUMPHREYS & SON,
General Managers,
17, WYNDHAM STREET, HONGKONG.
Hongkong, 29th December, 1900. [181]

Consignees.

S.S. "OCEANIAN."

COMPAGNIE DES MESSEGERIES
MARITIMES.

NOTICE.

CONSIGNEES of Cargo from London ex s.s. *Medoc* and *Malapan*, from Havre ex s.s. *Malapan*, and from Bordeaux ex s.s. *Ville de Dunkerque*, in connection with above Steamer are hereby informed that their Goods are being landed and stored at their risk into the hazardous and extra hazardous Godowns of the Hongkong and Kowloon Wharf and Godown Co., Ltd. at Kowloon, whence delivery may be obtained immediately after landing.

Optional Cargo will be forwarded on unless intimation is received from the Consignees before TO-DAY, at 10 P.M., requesting it to be loaded here.

Bills of Lading will be countersigned by the Undersigned, Goods remained unclaimed after WEDNESDAY, the 29th December, at Noon will be subject to rent and landing charges.

All claims must be sent to me on or before the 29th December or they will not be recognized.

All damaged packages will be examined on WEDNESDAY, the 29th December, at 3 P.M. No Fire Insurance has been effected.

F. THOMAS,

Agent.

Hongkong, 21st December, 1900. [180]

NOTICE TO CONSIGNEES.

THE P. & O. S. N. Co.'s Steamer

"DEHI."

FROM BOMBAY, COLOMBO AND

STRAITS.

Consignees of Cargo by the above-named vessel are hereby informed that their Goods are being landed and placed at their risk in the Hongkong and Kowloon Wharf and Godown Company's Godowns at Kowloon, where each consignment will be sorted out Mark by Mark, and delivery can be obtained as soon as the Goods are landed.

This vessel brings on Cargo:—

From London, &c., ex s.s. *Mooltan* and *Egypt*.

From Australia, ex s.s. *Moldavia*.

From Persian Gulf, ex B.I.S.N. and B. & P. S. N. Co.'s Steamers.

Optional Goods will be landed here unless instructions are given to the contrary within 6 hours.

Goods not cleared by the 30th instant, at 4 P.M., will be subject to rent.

No Fire Insurance will be effected by me in any case whatever.

Damaged Packages must be left in the Godowns for examination by the Consignees, and the Company's representative at an appointed hour.

All claims must be presented within ten days of the steamer's arrival here, after which date they cannot be recognized.

No claims will be admitted after the Goods have left the Godowns.

E. A. HEWETT,

Superintendent.

Hongkong, 24th December, 1900. [184]

BANK LINE, LIMITED.

NOTICE TO CONSIGNEES.

STEAMSHIP "SUVERIC."

FROM SEATTLE, TACOMA, VICTORIA,

YOKOHAMA, KOBE and MOI.

THE above Steamer having arrived, Consignees of Cargo are hereby requested to send in their Bills of Lading for countersignature and to take immediate delivery of their Goods from alongside.

Cargo impeding the discharge of the Vessel will be landed and stored at Consignees' risk and expense.

No Fire Insurance will be effected by us in any case whatever.

DODWELL & CO., LIMITED,

Agents.
Hongkong, 27th December, 1900. [180]

"BEN" LINE OF STEAMERS.

NOTICE TO CONSIGNEES.

S.S. "BENLARIQ."

FROM MIDDLESBRO, LONDON AND

STRAITS.

CONSIGNEES of Cargo are hereby informed that all Goods are being landed at their risk into the hazardous and/or extra hazardous Godowns of the Hongkong and Kowloon Wharf and Godown Co., Ltd., whence and/or from the wharves delivery may be obtained.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 4th January, 1901, will be subject to rent.

All Claims against the Steamer must be presented to the Undersigned on or before the 15th January, 1901, or they will not be recognized.

All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on the 4th January, at 11 A.M.

No Fire Insurance has been effected.

Bills of Lading will be countersigned by

GIBB, LIVINGSTON & Co.,

Agents.
Hongkong, 28th December, 1900. [873]

AN APPEAL.

THE SUPERIORESS of the ITALIAN CONVENT, CAINE ROAD, begs most respectfully to APPEAL to the Residents of Hongkong and the Coast Ports for their kind assistance and support, and desires to state that she will be pleased to receive orders for all kinds of NEEDLE WORK.

Gentlemen's Shirts made to order, and Collar and Cuffs renewed on old ones.

Ladies' and Children's Under-clothing, Shifts, Drawers, and all kinds of Sewing Materials can be supplied, if required.

The Superiores will also be glad to receive for any FAIRY, or old ENVELOPES to be made into Books for the Children of the Poor Schools, who are taught by the Sisters.

Intimation.

A. S. WATSON & CO.,
LIMITED.

ESTABLISHED A.D. 1841.

AERATED WATER
MANUFACTURERS.

SPECIALITIES:

DRY GINGER ALE.

LIME FRUIT CHAM-
PAGNE.

ORANGE CHAMPAGNE.

STONE GINGER BEER.

PALATABLE

AND

REFRESHING.

Watson's

FRUIT SYRUPS

mixed with aerated or plain water
make excellent refreshing beverages.

Guaranteed to be made from the
pure juice of sound ripe fruit.

A. S. WATSON & CO.
LIMITED.

HONGKONG and KOWLOON.

Hongkong, 15th July, 1913.

NOTICE.

All communications intended for publication in
"THE HONGKONG TELEGRAPH" should be
addressed to The Editor, 1, The House Road, and
should be accompanied by the Writer's Name and
Address.

Ordinary business communications should be addressed
to The Manager.

The Editor will not undertake to be responsible for
any rejected MS. nor to return any Contribution.

SUBSCRIPTION RATES (IN ADVANCE)

DAILY—\$86 per annum.

WEEKLY—\$18 per annum.

The rates per quarter and per annum, proportional
Subscriptions for any period, less than one month
will be charged as for a full month.

The daily issue is delivered free when the address is
accessible to messenger. Peak subscribers can have
their copies delivered at their residences without
any extra charge. On copies sent by post an
additional \$1.50 per quarter is charged for postage.

The postage on the weekly issue to any part of the
world is 80 cents per quarter.

Single Copies, Daily, ten cents. Weekly, twenty-
five cents (for cash only).

The Hongkong Telegraph

HONGKONG, WEDNESDAY, DECEMBER 29, 1909

THROUGH OCCIDENTAL EYES.

It is always interesting to find a tourist who avoids the beaten track in order to discover for himself the characteristics of a city such as Canton. The regular routine is to rush round Canton, view a certain number of temples, chiffer and haggle with some dealers in curios, and hasten back to the river steamer. But Canton has claims over and above those to be found in every large Chinese city, for while it is the capital of South China it is also the most progressive city in all China. Its inhabitants are noted for their business perspicacity and enterprise, their fierce patriotism which is often calculated to lead the unsophisticated into collisions with the authorities, their resolute aim to secure China for the Chinese—that shibboleth invented by His Excellency Shum when he was acting Viceroy of the two Kwang Provinces—their financial power and resources, and their spirit of enlightened endeavour. For some time little has been heard of the commercial undertakings pro-

moted by the Cantonese but that is no proof that the native energy of the Southern Chinese has lain dormant. There can be no doubt whatever that they are steadily heading for the aggrandisement of the Provinces and the control of their own affairs. Probably there is no vicerealty which is so independent as that ruled over by His Excellency Yuan, for Peking knows the temper and character of the Cantonese and leaves them to work out their own salvation pretty much as they please. As the Cantonese are naturally a go-ahead people, who have little or nothing in common with their compatriots in the north, such a condition of things is probably the best that could be devised. But how many globe-trotters give a moment's glance at this side of life in Canton. They marvel at the narrow streets, they shudder at the scene on the execution ground, they lay themselves out to be swindled by the rapacious curio-dealers, they gaze with amazement on the five hundred gods and do all the correct things at the correct time. But as far as the commercial importance of Canton is concerned or its possibilities in the future, they have neither eyes nor ears. It is therefore interesting, as we have said, to find a writer who is not tempted by the beaten track, or content to view the obvious. A writer in the Paris *Cosmos* has been attracted by the industrial activities of the Cantonese and declares that the introduction of industries and mechanical undertakings on the European plan is proceeding much more quickly than most Occidentals imagine. He states a fact which hardly needs to be emphasised, viz. that European industries have begun to be introduced into China, and their progress is now becoming more and more rapid. At Canton in particular, we find a series of factories whose presence greatly astonishes those who think of China as still fixed in the past. Here we find a cement factory, the property of the Government, but directed by Chinese under the guidance of a German engineer; no less than 500 barrels of cement daily are turned out. Canton also has a waterworks, run entirely by Chinese, which furnishes daily more than 7,000,000 gallons of water to 10,000 subscribers. This latter figure shows clearly, that the Chinese are quick to understand the advantages of perfected processes, and notably of the house-to-house distribution of water, when they have the wherewithal to pay for it. We find also at Canton, besides the arsenal, a smokeless powder factory, as well as the provincial mint; there is also a paper-mill and a cigarette factory, not to mention the railway shops and various shops for the construction and repair of vessels. But what is perhaps the most curious thing to find in this very Chinese city, where, in spite of the foreign quarter, the natives form a large portion of the clientele of all these industries, is an electric plant, installed on the most modern plan. This station was erected by the China Light and Power Company whose headquarters are at Hongkong; it stands in the district called Ng Sin Moon, which means Southern Gate. The necessary motive force is furnished in the first place by three Diesel motors, using crude petroleum and giving together 600 horse-power. There are also five steam-engines yielding 730 horse-power; the steam is produced by four Babcock-and-Wilcox water-tube boilers, burning Japanese coal and furnished with a Green economizer. Condensers of a good type assure excellent working and the forced-draft system is used. All the workmen in this station, to the number of 121, are Chinese. So much for the *Cosmos*. But other writers are springing up to proclaim the industry of the Chinese. In *Engineering* a writer remarks that the progress and still more the future possibilities of Chinese steel manufacture and iron production are attracting much attention both in Germany and America. The fact that the Hanyang Iron and Steel Works were capable of securing a part, albeit a small part, of the contract for rails 7,003 tons of 85 lb. rails for the southern portion of the Tientsin-Pukow Railway in competition with the German Steel Union, which was entrusted with the bulk of the order, has been particularly noted in Germany. An American expert has expressed his opinion that the minimum wages paid must place Chinese steel manufacture outside the scope of ordinary competition, and he thinks it is only a question of time for China to develop a considerably "on and steel industry." Another important establishment is at present in-course of erection at Hankow, viz. the Yangtze Machine Company, which will build ships, engines, boilers, &c., and which already employs 1,000 hands. China boasts iron ore deposits of immense capacity, and it has been stated that China could supply the rest of the world with ore for centuries, but the fact is that China's wealth of iron ore has not been properly or even approximately ascertained. There are also large deposits of manganese ore containing from 20 to 25 per cent. manganese. The effect of such writings is bound to influence opinion in Europe and America and it is such observers as the authors of these articles who are wanted in China rather than the harum-scarum, round-the-world-in-five-

minutes tourist, who wishes to see the city at the least possible cost to himself and a minimum of trouble. How many of that happy band who travelled by the *Cleveland* gave a second thought to the possibilities of Canton, or gave a thought to anything beyond the fact that at some future time they would have the pleasure and satisfaction of being able to say: "Canton? Oh yes, I've been there. Know it like a book."

LOCAL AND GENERAL.

The Austrian cruiser *Kaiserin Elisabeth* arrived in port this morning.

MESSRS. W. R. Loxley & Co. are distributing a distinctive wall calendar for 1910 on behalf of the Netherlands Fire Insurance Co.

The office of the Japanese Consulate-General has been removed to No. 2 Connaught Road, above Messrs. Carlowitz & Co.'s offices, facing the Cricket Ground.

RETURN of visitors to the City Hall Library and Museum for the week ending the 26th December, 1909 (exclusive Christmas day):—

	Library.	Museum.
Non-Chinese.....	451	273
Chinese.....	197	2,443
Total.....	650	2,696

THE Government of Indo-China intends next year, to subsidise a quick and direct service between Haiphong and Hongkong. It is also intended to subsidise afterwards other lines—such as one from Saigon to Manila. Steps will also be taken to improve the service between Saigon and Bangkok. The steamer subsidies granted in Indo-China already exceeds half a million of dollars yearly.—*Straits Times*.

Mr. B. Wong Tape, the chairman of the Chinese Y.M.C.A., and a small party assembled at the Association yesterday to bid good-bye to Dr. J. C. Thomson, who is leaving the Colony, and to ask him to accept from the members, as a small token, a pair of silver flower-stands, in remembrance of the kindness he showed in his lectures, which the members appreciate very much.—*Communicated*.

ON Friday evening, December 31st, there will be a Watch-Night Service in St. John's Cathedral commencing at 11.15 p.m. The hymns sung will be Hymns 165, 288 and 74 and an address will be given by the Bishop of Victoria. For the benefit of those who wish to attend there will be special trains to and from the Peak at 11 p.m. and 12.15 a.m. On the following morning, January 1st the Festival of the Circumcision and New Year's Day, there will be a Celebration of the Holy Communion in the Cathedral at 8 a.m.

CANTON ATHLETIC SPORTS.

A CONSPICUOUS SUCCESS.

[From Our Own Correspondent.]

Canton, 28th December.

It was the third time that in the city of Canton local sports were held on the 27th and 28th instants on the East Parade ground, just outside the Eastern Gate. The ground is a very large one giving ample space for the sports; and on it large bamboo structures were erected for the accommodation of the spectators. There were present no less than thirty thousand people to witness the races which were keenly contested. Admission fees to the enclosure were charged at the rate of thirty cents each, and a fee of \$5 was charged for each honorary member. There were in all six different kinds of races with almost a thousand boys entering to run over a course of 400 metres. The band of the Sacred Heart College, the Government Military band and two others were present and played selections of music during the proceedings. A detachment of several hundred police was placed around the grounds as guards. The director of the Canton Whimpoa Naval College, Mr. Wong Sun Tin, with two other gentlemen to assist him, acted as judges. Owing to exigencies of official business, the Viceroy, H. E. Yuan Shu Hsun, was unable to be present. Abdul M. Chua, the Provincial Educational Commissioner, who acted as Viceroy Yuan's representative, the Taoist for the Development of Native Industries, Chan Mong Tsang, the Taoist of Constabulary, Ko Koon Cheung, the two Magistrates of Nambai and Pan Yu and many other officials were also present. The weather on both days was simply glorious and the sports were pronounced a perfect success. Many foreign visitors from the Shantung, who had a half holiday on the 27th instant, availed themselves of the opportunity and proceeded to the East Parade Ground to witness the sports. Tea was served on the grounds by the members of the Canton Fong Pin Hospital to the spectators, and the members of the Canton Red Cross Society were also present to render their services in case of emergency. Prizes will be distributed to the successful competitors to-morrow, the 29th instant, at the offices of the Young Men's Christian Association at Canton.

POSTHUMOUS HONOUR.

Peking, 23rd December.

H. E. Yuan Shu-hsun, Viceroy in Canton, has memorialised the Central Government to grant posthumous honour to the late Huang Chung-ii, Brigade-General of Kiangchih, Kwangse. An Imperial Rescript has been issued for the sanction of his memorial.

The said Viceroy also prayed that Lo Pao Sien, a well known merchant in Canton, may be rewarded for contributing a large sum of money towards the naval fleet. The Board concerned has been ordered to consider the reward.—*Singapore Mercury*.

CAMPBELL, MOORE & CO., LTD.

ANNUAL MEETING.

The twenty-third ordinary annual meeting of shareholders in the above Company was held at the Company's Offices, 14, Des Voeux Road, Central, at noon, to-day, for the purpose of receiving the report and statement of accounts for the eighteen months ending 30th June, 1909. Mr. F. Ellis (general manager) presided. There were also present:—Messrs. A. F. Arculli, V. P. Musso, A. R. Ellis, C. A. A. de Rozs, and Miss J. Bishop.

The notice of the meeting having been read, The Chairman said:—Gentlemen,—With your permission I will adopt the usual course and consider the report and statement of accounts at present in your hands as read. I regret to have to place before you these accounts showing such a large loss, which after wiping off your reserve will still take away another \$3,000 odd dollars from your capital. This adverse state of affairs is explained by the fact that your stock stood at a very large figure. The quantity of the various articles was by the gross whereas the sale being small the goods had to be carried over from year to year, without any provision being made for depreciation. The time has now arrived when drastic measures have to be taken with reference to the valuation of the stock, which coupled with the heavy cost of moving from the Hongkong Hotel premises to the present store and cost of alterations which were borne by your company, and a sum amounting to about \$800, which had to be written off as bad debts, are the principal causes which go to explain the adverse report now before you. The amount to be written off as bad debts cover a period from 1905/1907, for which no provision had been made when the company was earning large profits and paying huge dividends. The value of your stock, which stood at \$9,115.91 on 30th June, I may mention for your information, was arrived at by me with the co-operation of Messrs. Lowe, Bingham and Matthews' representative, who have also prepared the accounts. Staff—Your staff is composed at present of better men than in former years, in spite of which I am glad to state the pay list is less by over \$200 a month. Gentlemen's Saloon.—The saloon, which is second to none in the Colony, is giving every satisfaction as is proved by the increasing number of subscribers. The subscriptions are larger by about \$500 per month than in the corresponding periods of last year. Ladies' Saloon.—The orders which arrive daily and the attendance is much greater than in the previous years. The saloon is largely patronised, a fact which goes to show that it is also second to none in the Colony. Wigmaking, etc.—This department has also benefited with the others, and orders for wigs, etc., is better than last year. The attendance of the staff during various theatrical performances held during the year gave entire satisfaction. Gentlemen, I have nothing further to say beyond expressing my firm conviction that the affairs of your company are improving and that when you are next assembled here again I shall be in the position of requesting you to pass a statement of accounts with the balance on the right side. Should there be any questions you would like to ask, I will answer them to the best of my ability.

There were no questions.

The Chairman moved the adoption of the report and accounts.

Mr. V. P. Musso seconded.

Carried unanimously.

Mr. A. F. Arculli moved that Mr. A. O'D. Gourdin be re-elected auditor for the ensuing year.

Mr. A. R. Ellis seconded.

Agreed.

Mr. Arculli—I propose a vote of thanks to the chairman for presiding and for the encouraging report he has given us.

Mr. Musso seconded.

Motion carried *unanimously*.

The Chairman—I thank you for your kind remarks and attendance.

That was all the business.

Following is the report:—

Gentlemen,—The general manager begs to submit the accompanying profit and loss account for the 18 months ended 30th June, 1909, and also balance sheet at 30th June, 1909, showing a loss for the period of \$7,233.47. This adverse result in the working of the period is attributed to general trade depression in the Colony, and to the drastic measures adopted in writing down the value of the stock.

Owing to illness the general manager was unable to take stock at 31st December, 1908, and, under the circumstances, it was decided to leave this over to the 30th June, 1909, at which date the stock was duly taken. The accounts therefore cover a period of 18 months.

Mr. A. O'D. Gourdin has audited the accounts now presented and offers himself for re-election.

F. ELLIS,
General Manager.

Hongkong, 14th December, 1909.

PROFIT AND LOSS ACCOUNT FOR THE 18 MONTHS ENDED 30TH JUNE, 1909.

To Balance from working A/c..... \$5,893.56

Exchange..... 174.83

Insurance..... 148.96

Bad debts written off..... 5 737.75

Loss recovered..... 153.65

Audit fees..... 100.000

Depreciation..... 122.84

On furniture and fittings..... 9.18

Interest on deposits..... 7,733.47

By Balance, loss for the 18 months transferred to balance sheet..... 7,733.47

7,733.47

BALANCE SHEET AT 30TH JUNE, 1909.

Dr.

CAPITAL.

2,000 shares of \$50 each fully paid..... \$1,000,000

60

Sundry Credits.

On General account..... \$3,058.00

Loans..... 1,150.00 6,308.00

Reserve account, at per last Balance sheet..... 9,000.00

Transferred to Profit and Loss account per contra 9,000.00

\$18,308.00

Cr.

Assest.

Sundry Debtors..... \$3,000.16

Less bad debts written off 717.75 7,282.41

Stock—valued at..... 9,115.91

Furniture, Fixtures and Fittings..... 122.84

As per last balance sheet \$511.65

Less depreciation..... 222.84

388.81

Additions during the 18 months..... 1,320.19 1,709.00

Payments in advance..... 61.50

Insurance premia..... 148.96

Employees' outward passages..... 598.04 661.54

Cash

In General manager's hands..... 513.14

With Chartered Bank of India Australia and China..... 329.98 843.12

Profit and Loss Account..... 4,885.55

Add unprovided for liability at 31/12/07..... 600.00

Adjusted Loss to 31/12/07..... 5,485.55

Loss for the 18 months ended 30th June, 1909, per Profit and Loss A/c..... 7,733.47

17,719.03

Deduct reserve account per contra..... 9,000.00 3,719.00

18,308.00

CAMPBELL, MOORE & CO., LTD.

F. ELLIS, General Manager.

BELLIOS PUBLIC SCHOOL.

ANNUAL SALE OF EMBROIDERY.

The annual exhibition of the Bellios Public School was held on the premises of the school this morning and was favoured with the presence of Mr. E. A. Irving, Director of Education. The hall was gaily decorated in Chinese style and, during the morning, the Chinese girls gave a series of recitations in Chinese and were heartily applauded for their efforts. A varied assortment of dainty fancy work was displayed in a prominent part of the building, the excellence of the articles fully testifying to the painstaking efforts of the teachers as well as the willingness of the pupils.

In the course of the morning, Mr. Irving congratulated the children on their performance as well as their excellent exhibition of needlework. He hoped that when His Excellency distributed the prizes in connection with the girls' division of the Bellios Public School, some of the beautiful specimens of needlework would be put up for his inspection. It was well known that the Chinese were excellent imitators of art and the exhibitions displayed that morning were excellent imitations of art, but imitation of art was not the highest form of art. The man who copied a picture of an artist was not such an advanced artist as the one who went to Nature and drew from simple life. He was glad to see the same principle was being adopted in the school and hoped that Mr. Sung would give it a trial. He congratulated Mr. Sung on the excellent progress of the school and said that the school was in a position of which they could feel very proud. It was three years since he was present on an occasion like that and he noticed a very great improvement indeed, which the speaker attributed to the staff and the great eagerness of the girls in their studies. At their own request, the girls of the two top standards were allowed to start the study of English and he was struck with the progress made. He proposed to continue the experiment in the other classes and concluded by congratulating the school on the excellent work done by the headmaster and the staff and the excellent work done by the school.

N. D. L. TO BORNEO.

During last month the N. D. L. steamers *Darwin* and *Marudu* have run at irregular dates and omitted parts of their run as they have had to go into dock in Singapore for cleaning and overhaul.

The irregularity has caused some of us a little inconvenience and we are glad to see that during December the usual dates will be followed.

It is only during the last few years that we have been accustomed to the regular arrivals and sailings of steamers for Singapore. When the N. D. L. first bought the steamers on the Borneo branch the ships left much to be desired both in comfort and regularity. As recently as January, 1902 an ode was published in these columns dealing with irregular arrivals of the mails and, in publishing this, the Editor noted as follows:—

"Our readers will remember at the commencement of this service of boats, shortly after the transfer of the Blue Funnel local steamers to the East India Steamship Co., how in November, December, 1900 and January of 1901 only six of these steamers arrived with Singapore and European mails so that one boat came into port with four English mails on board....."

Now, however, that Messrs. Behn Meyer have succeeded in establishing a reputation for running a regular and well conducted service of mail boats the following..... need not be taken amiss."

The reputation then established has been well maintained and the service considerably improved. The old *Kodal* and *Trigun* have been replaced on the Singapore line by

the excellently fitted up steamers *Darwin* and *Marudu*, built especially for this run and the *Borneo* has replaced the *Sandak* on the Hongkong run. On these ships no trouble is spared to ensure the comfort of passengers and complete—which are extremely rare—are fully required into and the faults rectified.

We in F.M.S. rely entirely on this line for our communication with Singapore and, except for the a.s. *Manung* of the Indo-China Steamship Navigation Co. with Hongkong, and we have cause to be grateful to the N.D.L. and their managing agents Messrs. Behn Meyer & Co. for providing such excellent steamers and so regular and convenient a service.—*B.N.S. Gazette*.

FOREIGN MERCHANTS IN JAPAN.

A JAPANESE VIEW.

The *Economiste Francaise*, which for some years has published contributions from a Mr. Urakami, has an article by that gentleman on the "Situation of European Merchants in Japan." The article is reproduced in the *Bulletin de la Société Franco-Japonaise de Paris*, and is translated by the *Japan Chronicle* as follows:—

"With the facility and rapidity in progress day by day of the sea and land communications between Europe and Japan; and also with the extension of European languages—especially English—the business transacted for the needs of the Japanese by the Europeans and Americans residing in our ports becomes more restricted every year. It would seem that the centre of our foreign trade is becoming displaced equally at the expense of the ports of Yokohama and Kobe. I say that this business is diminishing more and more every day, to the detriment of the Europeans who dwell among us, because direct trade by the Japanese is developing to a very appreciable extent. Thus, in proportion as we sell or buy in European and American markets by direct trading, new centres of export and import are opened one by one in our secondary ports, such as Shimizu, Yokkaichi, etc., according to the commodity dealt in by the native exporters and importers. The European merchants of Yokohama and Kobe are thus witnessing a diminution in the orders which they formerly received from the hands of our Japanese—in other words, these orders, instead of going to them, are sent directly to the foreign markets by letters, dispensing with the intermediary of the European merchants, which had been exclusively utilised until recently.

"The direct export and import undertaken by the Japanese is carried on in the ports which lie near the places of production. This is only natural, as in this case it is much easier than to apply either to Yokohama or to Kobe; and among our smaller ports which have commenced to prosper owing to the direct trade of our countrymen, Shimizu and Yokkaichi occupy the first rank. Thus Shimizu, the port for the direct export of tea, which before 1906 had exported the leaf to a value of over more than ¥300,000, sold a million yen's worth in that year. This commodity, which goes principally to North America, had previously been dealt in at Yokohama; but, as the port of Shimizu is situated in the actual centre of the districts where the tea is cultivated; and prepared, the merchants and producers of the leaf no longer turn to Yokohama, but prefer to deal directly with the American importers of San Francisco or New York. In the same way the port of Yokkaichi, in the province of Ise, is to-day gaining greatly in prosperity; it imports cotton, sugar, petroleum, etc., directly from abroad without utilising the intermediary of Yokohama, and from one million yen in 1907, the figure represented by these articles has reached to millions yearly since 1907.

"This displacement from the markets of Yokohama and Kobe cannot of course fail to affect the business of European merchants residing in the foreign concessions at our ports. The figure of their trade is declining more and more, and, apart from those European business houses whose establishment dates from the opening of the port and which have in hand solid connections, those in a secondary position have been obliged to close their business, and their heads are returning to Europe, for to-day nearly all Japanese transact their business directly with merchants and manufacturers in Europe and America. Our knowledge and experience in the matter of export and import trade have accordingly developed during the past twenty years. In the first place, four-fifths of our export trade in Japanese silk at the present time is done through the hands of Japanese silk fabric and various other Japanese articles are directly exported, in large part, by our native merchants.

"While our foreign trade is expanding every day, the proportion of business transacted by Europeans resident in the concessions is decreasing, and it is predicted that in ten years from now a striking transformation will be seen in our system of foreign trade—in other words, the business transacted directly by the Japanese themselves will become firmly implanted, to the detriment of the European merchants who have established themselves among us."

Commenting on the above, the *Bulletin* says:—

"It is certain that a gradually increasing proportion of the foreign trade of Japan will pass through the hands of the Japanese themselves, but that is only natural, and normal. Nevertheless this does not mean that nothing will be left for the foreign merchants in the country. The situation of the latter is perhaps not so unfavourable as Mr. Urakami seems to imply. At any rate, the latest reports of the Yokohama Foreign Board of Trade do not say way indicate that the British, German, American and French firms established there are about to disappear. On the contrary, an insurance enterprise, that of *Lloyd's*, is now doing its operations in Japanese cities, except in Osaka."

CANTON DAY BY DAY.

LIKIN COLLECTIONS.

[From Our Own Correspondent.]

Canton, 28th December.
The collection of Likin dues in Canton during the first ten days of the 11th moon, as reported by the Likin officials to the Viceroy, amounted to 27,117,744 taels.

CHIEF OF POLICE.

Taotai Mui Kwong Hui, who has been transferred from Hupoh to Canton at the request of H.E. Viceroy Yuen, arrived here yesterday. Taotai Mui will be given the appointment as head of the Police Force of the whole Kwangtung province.

SULPHUR AND SALTPETRE MONOPOLY.

The sulphur and saltpetre monopoly of the province of Kwangtung has been let by the Viceroy to So Wing Cheung, a merchant, at an annual rental of \$130,000.

DISTRICT CENSUS.

The Viceroy has ordered a census to be taken of the populations of the two districts of Namhoi and Pan Yu as a first step towards a general census of the Province. The two Magistrates of Namhoi and Pan Yu have now reported that there are 50,918 and 26,330 families, respectively, in the districts under their jurisdiction.

THE DUTCH IN THE FAR EAST.

OBSERVATIONS BY A JAPANESE POLITICIAN.

Mr. Takegoshi, M.P., who has just returned from an extensive trip in the Dutch and French colonies in the East, contributes an article to the *Taiyo*, from which we make the following extracts:—

THE SUNDRA STRAIT.

"The strait between Java and Sumatra is called the Sunda Strait. A very small island situated at the entrance of this strait was the first foothold for the Hollanders, from which they were subsequently enabled to occupy the two great and fertile islands which are now under their sway. The first occupation of the little island was the key to the success of the Dutch in the East. This passage from the China Sea to the Indian Ocean was not discovered by them; indeed, it was known to ancient navigators much earlier than the Strait of Malacca. It was through this strait that Kublai Khan sent his mission to India. The Mongols called the strait *Jun-tai*, from which the present name is supposed to have been derived. The strategic value of the strait is well seen from the fact that Admiral Rodzhenko was said to have expected the Japanese fleet to be lying in wait at this point on the assumption that the Russian fleet would go through the strait. With this idea the Russian Admiral piloted his vessels through the Malacca Strait instead. The great strategic value of the Sunda Strait cannot therefore be overlooked.

"The population of Java and Sumatra is roughly estimated at 40 million, but the Dutch rule does not prevail very thoroughly. There are frequent uprisings and disturbances in Sumatra, though Java is free of such. In these circumstances, the exact number of people is of course not definitely known. The area of Sumatra alone is almost as large as the Japanese Empire excluding Formosa, and the whole Dutch possessions in the East are estimated to have an area of 700,000 square miles. Such a great and fertile territory seems almost too good and extravagant for a country like Holland, which is only one of the small Powers in Europe.

OPPORTUNITIES FOR JAPAN.

"On the other hand, it was a misfortune, though it was inevitable for the Japanese, that we had to fight with Russia and take the responsibility of Korea and Manchuria. History seems to tell us that the northern races are the conquerors of the south. The long history of twenty-four dynasties in China has been a continued demonstration of this principle except in a few isolated instances. Our expansion to the north is thus against natural tendency, and though we have to obey the dictates of destiny and protect our acquired rights in Manchuria, we do it in the face of the warning of history, and cannot hope for an expansion of commercial and industrial rights further north. In the second place, continental possessions have proved disastrous to island kingdoms. Witness the case of England. Normandy was a costly and wasteful possession to England, whose defeat at the hand of Joan of Arc proved a blessing in disguise. The relation between Japan and Manchuria is similar to that between England and Normandy. Japan has acquired prerogatives in Manchuria, but our attempt to exercise these prerogatives is alleged to conflict with the interests of other Powers, so that our march north may prove the means of exhausting our national resources. Perhaps we have to abide by the consequences, but I want to warn our people that it would be wiser to follow the teaching of history and to turn our attention from the continent to the islands—in other words, from the north to the south. I say at the outset, however, that I am a strong advocate of peace and that our oceanic expansion must overrule any peaceful development.

SLOW GROWTH OF DUTCH COLONISATION.

"Now concerning the condition of the Dutch possessions in the East. Holland has owned her East Indian islands for over 300 years, but there are only 70,000 Hollanders there. We have possessed Formosa only a little over ten years, but there are already more than 100,000 Japanese in the island excluding soldiers. Even if we take into account the difficulties of the passage from Holland to the East, this progress of colonisation on the part of the Dutch must be regarded as too slow, and demonstrates the lack of an aggressive spirit. There are very few Dutch women in the colony, but male Hollanders are prohibited from marrying with the natives. The inevitable result is that the men simply cohabit with the natives. Besides, officers and others who stay only a few years have relations with the women, who seem to think it an honour to cohabit with Hollanders, whom they have learnt to regard as of a superior race. Thus the number of half-breed children is very great. These children are more Holland than the

Hollanders. They put on more airs than real Dutchmen and treat the natives with contempt. F. LINCS IN THE GOVERNMENT POLICY.

"The Budget of the Dutch East Indian possessions shows a deficit of about 70,000,000 every year, which has to be supplied from the home country. But this does not mean that this Dutch possession is not lucrative to Holland. No other Dutch colony has contributed so much to the wealth of the home country. The capital invested here has realised fabulous profits. This deficit in the administrative finances arises out of the Dutch policy of keeping the natives ignorant. The natives are not encouraged to improve their condition; consequently their wealth remains stationary, and the revenue does not increase. That the Dutch Government apparently does not concern itself much about the advance of civilisation in these islands may be seen from the small number of students attending school. There are only 48,000 pupils all told in the island. This policy of keeping the people ignorant is suicidal to the Government, and this is the only point which I did not approve in the Dutch policy.

CONDITIONS OF THE ISLANDERS.

"When Holland took possession of these islands, the whole land became the property of the Government, and the natives were made tenants or serfs and forced to cultivate sugar, coffee or quina according to order. The natives are very happy-go-lucky people, however, and shirked the work at every opportunity. They were subsequently ordered to give one-fourth of their labour to the Government. As a result they had to work 225 days out of the 365 for 5 sent a day. With this labour the Dutch Government raised coffee, sugar, and quina, and supplied the European markets with the commodities. This proved a great source of wealth to Holland. Though this slave-like system has been abolished by the humanitarian efforts of an official, the natives have not yet shaken off the spirit of slavery and their condition of life is indeed pitiable. In a few cases, private possession of land has been granted to certain native officials, and some grants were made during the temporary possession of the colony by the British; but the natives are so ignorant that these private lands are rapidly passing into the hands of grasping individuals in exchange for a very small amount of money. The Dutch Government has now on foot a plan to redeem private land in order to prevent this evil. The Government has also a scheme to nationalise the railways, stimulated doubtless by the policy of the Japanese Government. The present services are very badly managed.

"Of the population of 36,000,000 in Java, 70,000 are Dutch and 500,000 Chinese. In the time of the Great Mogul, the Chinese began to settle in the islands, and though they have experienced two great massacres, they are still thriving even under numerous oppressive regulations and heavy taxation. The Chinese are said to be the richest of all resident foreigners. In its scheme of colonisation, the Dutch Government adopted the wise policy of interfering with native institutions as little as possible. Old usages are respected, and through the help of native chiefs the natives are governed tolerably well. Thus weak Holland has been enabled to hold her great possession without much trouble. It would be worth our while further to investigate their colonial policy, and here we must again divert our attention from the north to the south, from the continent to the islands.

FRENCH INDO-CHINA.

"Concerning French Indo-China, Mr. Takegoshi expresses great admiration for the French railway undertakings connecting Tongking with Yunnan in China, to which it is proposed to make a connection with Hankow through Szechuan. He deprecates that the commercial opportunities of Indo-China are not much appreciated by the Japanese, notwithstanding the existence of the Franco-Japanese understanding. He admires the lack of a Japanese steamship service to French Indo-China and the high import tariff as the obstacles in the way of a prosperous commercial development of the dependency, and suggests that the coming tariff revision be availed of for reciprocally lowering the duties in the interests of both countries. Mr. Takegoshi insists that the surest means of securing peace and good will between nations is to promote commercial and industrial intercourse.—*Japan Chronicle*.

RUBBER PROFITS IN 1912.

ASTOUNDING FIGURES.

"The London correspondent of the *Times* writes as follows:—
The Stock Exchange Gazette has been publishing an instructive series of articles on the probable profits of leading rubber companies three years hence, and a study of them will enable intending investors to form a good general idea of the appreciative powers possessed by the companies treated of. Of course, it is quite impossible for any writer sitting here in London, and who has probably never seen a rubber estate, to predicate with any certainty what the profits are likely to be on any particular property three years hence, even if the price of rubber in 1912 was known. Labour difficulties on one estate, an attack of fomes or white ants on another might completely falsify these estimates, but, taking them in the rough, they are as good a guide as it is possible to find just now. The writer has apparently taken a yield of about 8 per cent. as what will be looked for by the public, and a selling price in 1912 of 4s. a pound, a rate which he tells us some of his critics consider too low. The first company treated of is the Selangor, to which he rightly gives pride of place, and he estimates that three years hence this concern should be paying 350 per cent., and the price should be 58s. instead of 30s., which was the quotation when the article was written.
Vallambrosa, treated in the same way, should be paying 140 per cent., and the price should be 5s. instead of 3s.
Pataing should pay 155 per cent., and the price should be 43s. instead of 34s.

Lendron should pay 50 per cent., and the price should be 40s. instead of 34s.
Harpenden should pay 100 per cent., and the price should be 41s. instead of 35s.
Labu should pay 35 per cent., and the price should be 41s. instead of 35s.
Perak should pay 55 per cent., and the price should be 46s. instead of 35s.
United Sumatra should pay 80 per cent., and the price should be 41s. instead of 35s.
Bertin should pay 15 per cent., and the price should be 41s. instead of 35s.
Sungei Krut should pay 22 per cent., and the price should be 43s. instead of 35s.
Anglo-Malay should pay 66 per cent., and the price should be 35s. instead of 15s.
Bukit Rajah should stand much higher than the present quotation of 28s., and Linggi much higher than 24s.

Bakap, whose quotation is given as 1s. 20d. premium, has splendid prospects, and the same is said of Bandjarasin.
Chersonese, which are now 6d. premium, should command 5s. and eventually 15s., and Kuala Lumpur should be paying 35 per cent., and be worth considerably more than the existing quotation of 28s.
"It will be seen that, assuming the premises laid down, some companies have much greater potentialities than others, and it will be interesting to see how the forecasts work out. As another point which strikes one is that, in the case of several of the older concerns, such as Selangor and Vallambrosa, the estimated profit for 1912, with much larger crops, is just about what should be earned this year with the higher prices now being secured.

THE PROGRESS OF CHINA.

"In the course of his report on the trade of Foochow for the year 1900, just published, Mr. Consul Playfair makes the following interesting observations on the remodelling of China:—
"The process of remodelling, through which China is passing, has, at some points, an influence on the course of trade. When Japan set her house in order 40 years ago the transformation took place suddenly. It was like a conjuring trick; the magician waved his wand and the alterations were effected in the twinkling of an eye. The Tycoon left by one door and the Mikado entered by another, and Japan has been a different country ever since. In China no such celerity has characterised the movement, which in China is rather that of the hour-hand than of the minute-hand of a watch. The motion there is so nearly invisible to the senses, that it will be some years ere its general outline is apparent to the onlooker.

"We are accustomed to look on China as the type of a conservative country *par excellence*. Some of her institutions have existed from time immemorial, and to most of us, who consider the matter at all, it seemed as if these unchanging features might continue without alteration to the end of time. Such for instance, was her system of competitive examinations whereby admission was gained to the hierarchy of officialdom. Yet, since 1900, which appears to have been the turning point of China's existence as a nation, she has abandoned, not the system itself, but the curriculum of study on which it was based. No longer can candidates satisfy examiners by a parrotlike knowledge of a dozen canons and classics. The science of the West has now to be included in their purview and their horizon has been very considerably widened.

"One consequence is that the school-master pervades the land; he has done that, it is true, for centuries, but now he is of another type and needs much more extensive acquirements. Schools have sprung up everywhere, at least in the fringe of land bordering the sea and the Great River which has been leavened by the presence of Europeans. Here the new knowledge is inculcated and to these schools the youth of China is flocking eagerly and in their myriads. There have long been schools of Western knowledge managed by Europeans, chiefly missionaries of various sects and nationalities, but what is noteworthy in the present revival of learning is the number of schools established by the Government. The officials are clever enough, when establishing their schools, to make them attractive by granting them certain privileges denied to outside educational establishments. For instance, it is proposed to establish constitutional government in China; this implies the election of representatives by the people to form a national assembly or provincial councils. It has already been decided that the franchise shall be extended to pupils of Government schools but to no other students.

"There is a curious fact, though undoubtedly no more than a singular coincidence, in connection with the old-fashioned competitive examinations. With them disappeared the proud titles *Primus, Secundus, Tertius*, and *Quartus* indicating the four candidates who took the highest places in the Palace Examination. The *Primus*, or as the Chinese call him the *Chung Yuan*, took an almost inconceivably high place in the public estimation, and the towns which produced such a paragon acquired thereby undying fame. The coincidence I refer to is that it was almost simultaneously decided to abolish the title of *Senior Wrangler* at Cambridge, which corresponds as closely as possible with *Chung Yuan* in China.

"Another national movement of an extraordinary nature is what rulers and people have done to demolish the national vice of opium smoking. The stimulus came from above in the form of an Imperial Edict, but it is doubtful whether even a Decree of the Emperor would have done effective work had not the people shown they were heart and soul in the crusade, and that they were determined the mighty enterprise should succeed. It is still too early to pronounce whether China has succeeded in her endeavour or indeed to be absolutely certain that she is honest in her wish to see the last of the produce of the poppy. But there is, at least, in this part of China, evidence that rulers and people are sincere, for streets of opium shops have been closed and myriads of glass and other smoking paraphernalia have been committed to the flames.

To-day's Advertisements.

CHARGEURS REUNIS.
BY Mutual Agreement between the Compagnie des Messageries Maritimes and the Compagnie des Chargeurs Reunis, the HONGKONG AGENCY of the CHARGEURS REUNIS will, from the 1st January, 1901, be transferred to Messrs. P. A. LAPICQUE & CO., (Queen's Building No. 4).
CHARGEURS REUNIS.
P. A. LAPICQUE & CO., Agents.
MESSAGERIES MARITIMES, P. THOMAS, Agent.
Hongkong, 29th December, 1900. [826]

INDO-CHINA STEAM NAVIGATION COMPANY, LIMITED.
FROM CALCUTTA, PENANG AND SINGAPORE.

THE Company's Steamship "KUMSANG,"
having arrived from the above Ports, Consignees of Cargo by her are hereby informed that their Goods will be delivered from alongside.
Cargo, impeding the discharge or remaining on board after 4 P.M., the 31st inst., will be landed at Consignee's risk and expense.
No Fire Insurance will be effected.
Bills of Lading will be countersigned by JARDINE, MATHESON & Co., Ltd., General Managers.
Hongkong, 29th December, 1900. [6]

ROBBING THE MAILBAGS.
REMARKABLE DISCLOSURES IN SHANGHAI.

One of the most extraordinary cases which have come before the public in Shanghai was the subject of a criminal trial in the German Consular Court on the 23rd inst. when an officer of the mercantile marine was sentenced to two years' imprisonment for a series of robberies. The accused was Hermann Witzler, second officer of the steamer *Melle*, and as related in Court the evidence showed that he had practised thieving in the most systematic manner for the last year. Dr. Ney and four Assessors heard the case.

It was shown that the accused, who was arrested on November 1st, had on three occasions opened the German mailbags which the *Melle* was carrying between Shanghai and Hankow. As second officer of the ship Witzler had charge of the mails, and on the first occasion he had opened two letters addressed to the Russo-Chinese Bank in Peking, abstracting \$8.50 from one of these and \$420 from the other. He had then inserted pieces of newspaper and returned them to the mailbag. When the letters arrived at their destination the theft was discovered but until the arrest of Witzler no trace of the thief could be found. On another occasion Witzler had opened one of the mail-bags and pilfered a Kodak and other photographic apparatus, while a third case occurred when he stole a pair of gold sleeve-links. His method had, evidently been to beat a knife, cut off the seals, and after abstracting the contents of the parcel he had affixed the sealing-wax once more.

In addition to the thefts from the mail-bags three other charges were laid against Witzler. One of these was that while a passenger aboard the N.D.L. steamer *Goeben* he had stolen a pair of field glasses belonging to Det.-Sergt. Reeves of the Municipal Police. The second was the theft of a silver cigarette case from a passenger on board the *Melle*, and the third was the appropriation to his own use of a Winchester carbine and revolver which had been put in his possession while on the *Melle*. After hearing the evidence the Court found Witzler guilty and passed sentences amounting in all to two years' imprisonment. Witzler is at present confined in the British Gaol but will in all probability be sent to Germany to undergo his sentence.—*Shanghai Mercury*.

Events Coming.

Wednesday, 29th December.
Theatre Royal, Bandmann Comedy Co., "Facing the Music," 9 p.m.

Thursday, 30th December.
Hughes and Hough, Auction sale of Doherty and Ramsey's Tennis Racquets 11 a.m.
China Light and Power Co., Ltd. Extraordinary General Meeting, at the offices of Messrs. Shewan, Tomes & Co., 3 p.m.
Hughes and Hough, Public Auction—"Rio Lima," at the Hongkong and Whampoa Dock Co.'s Docks, Hungnam, 5 p.m.
St. George's Club, General Meeting, at the offices of Messrs. Lowe, Bingham and Matthews, St. George's Building, 5.30 p.m.
Theatre Royal, Bandmann Comedy Co., "A Pair of Spectacles," 9 p.m.

Friday, 31st December.
Hughes and Hough, Auction sale of Bonbons, Sweets, Chocolates etc., etc., 3 p.m.

Saturday, 1st January.
Public Holiday.
Kowloon Cricket Club, Children's Sports, 2.15 p.m.

Monday, 3rd January.
Public Holiday.
Grand Orchestral Concert, by the Band of S.M.S. *Scharf Horst*, at the St. George Hall (City Hall), 9 p.m.

Tuesday, 4th January.
Organ Recital, at St. John's Cathedral, 5.30 p.m.

Thursday, 6th January.
Knights' Close for the Hongkong Football Challenge Shield Competition.

Friday, 7th January.
Philharmonic Concert, at the City Hall.

Tuesday, 25th January.
Theatre Royal, Scotch Opera, 9 p.m.

To-day's Advertisements.

THE CHINA LIGHT AND POWER COMPANY, LIMITED.

NOTICE is hereby given that an EXTRAORDINARY GENERAL MEETING of the above named Company will be held at the offices of Messrs. SHEWAN, TOMES & CO., Victoria, Hongkong, TO-MORROW, the 30th day of December, 1900, at 3 o'clock in the afternoon, for the purpose of considering and if thought fit passing the Subjoined Resolution, that it is to say:—

That the Articles of Association of the Company be altered

1. By inserting therein immediately after paragraph 4. of Clause VIII. a new paragraph as follows:—

5. Whenever the Capital of the Company is divided into several Classes of Shares all or any of the rights and privileges attached to any Class may be modified altered sub-divided re-arranged or dealt with by Special Resolution of the Company passed pursuant to an Agreement in writing made between the Company and some member of the Class purporting to contract on behalf of the members of the Class provided such agreement shall before the Special Resolution is passed be ratified by Extraordinary Resolution passed at a separate Meeting of the Class or by writing under the hand of the holders of at least two-thirds of the Shares of the Class and it shall be no objection to any such Agreement that it provides for a reduction of Capital otherwise than in accordance with the legal rights of the holders of shares of the Class or for the payment of a dividend or bonus otherwise than in accordance with the rights of the holders of the shares of the Class or for the allotment of shares credited as fully or partly paid up in satisfaction or part satisfaction of such dividend or bonus and for the purposes of this Clause a Resolution shall be an Extraordinary Resolution when it has been passed by a majority of not less than two-thirds of such members of the Class entitled to vote as are present in person or by proxy at a separate General Meeting of the Class of which Notice specifying the intention to propose the Resolution as an Extraordinary Resolution has been duly given and so that the quorum of any such Meeting shall be three members at least of the Class and so that the Meeting shall be called in accordance with the provisions hereof.

2. By inserting immediately after paragraph 7. of Clause XVI. a new paragraph as follows:—

8. Any General Meeting declaring a Dividend may direct payment of such Dividend wholly or in part by the distribution of specific assets and in particular of paid up shares Debentures or Debenture stock of the Company or of any other Company or in any one or more of such ways and the General Managers shall give effect to such direction and where any difficulty arises in regard to the distribution they may settle the same as they think expedient and in particular may issue fractional Certificates and may fix the value for distribution of such specific assets or any part thereof and may determine that cash payments shall be made to any members upon the footing of the value so fixed in order to adjust the rights of all parties and may vest any such specific assets in Trustees upon such trusts for the persons entitled to the Dividend as may seem expedient to the General Managers. Where requisite a proper contract shall be filed in accordance with Section 7 of the Companies Act 1900 and the General Managers may appoint any person to sign such contract on behalf of the persons entitled to the Dividend and such appointment shall be effective.

Should the above Resolution be passed by the requisite majority it will be submitted for confirmation to a further Extraordinary General Meeting which will be subsequently convened.

Dated the 21st day of December, 1900.

By Order,
SHEWAN, TOMES & CO.,
[865] General Managers.

Intimations.

Soured Milk.

Specially prepared from pure cultures of selected lactic fermenta.

26 Cents per pint.

Orders must be sent in twenty-four hours in advance.

THE DAIRY FARM Co., LIMITED.

Hongkong, 16th December, 1900. [84]

ASAHI BEER SAPPORO BEER

TO BE OBTAINED FROM ALL WINE DEALERS

NOTICE.

IN terms of Government Notification No. 1804 of 17th December, 1900, the following days will be observed as BANK HOLIDAYS:—

SATURDAY, 1st January.
MONDAY, 3rd "
Hongkong, 27th December, 1900. [865]

FIRE INSURANCE ASSOCIATION OF HONGKONG.

XMAS AND NEW YEAR HOLIDAYS.

IN Terms of Government Notification No. 1804 of 17th December, 1900, all FIRE INSURANCE OFFICES will be CLOSED for the Transaction of PUBLIC BUSINESS on the following days:—

SATURDAY, the 1st January.
MONDAY, the 3rd January.
By Order,
A. R. LOWE,
Secretary.

Hongkong, 27th December, 1900. [865]

MARINE INSURANCE ASSOCIATION OF HONGKONG.

XMAS AND NEW YEAR HOLIDAYS.

IN Terms of Government Notification No. 1804 of 17th December, 1900, all MARINE INSURANCE OFFICES will be CLOSED for the Transaction of PUBLIC BUSINESS on the following days:—

SATURDAY, the 1st January.
MONDAY, the 3rd January.
By Order,
A. R. LOWE,
Secretary.

Hongkong, 27th December, 1900. [865]

STATE EXPRESS CIGARETTES.

ARDATH TOBACCO COMPANY, LONDON.

Winfred in Tins of 50	...	...	...	\$0.50
" " Packets of 20	...	...	...	0.20
Chief Whip in Tins of 50	...	...	...	0.50
Splendo in Tins of 50	...	...	...	0.65
" " " 100	...	...	...	1.20
" " Packets of 20	...	...	...	0.35
No. 556 in Tins of 50	...	...	...	0.80
No. 999 " " "	...	...	...	1.20
Turkish Leaf No. 1 in Tins of 50	...	...	...	1.50
" " " 100	...	...	...	3.00
Quo Vadis in Tins of 100	...	...	...	8.00
Winfred Navy Cut Tobacco in 1/2lb Tins	...	...	...	0.40

These delicious high-class Cigarettes are recognized as the standard of perfection in quality and mode of hygienic manufacture.

H. PRICE & CO., LD., WINE AND CIGARETTE MERCHANTS.

Telephone 151.
Hongkong, 29th December, 1900. [865]

Shipping—Steamers.

CANADIAN PACIFIC RAILWAY CO.'S

Royal Mail Steamship Line.

"EMPRESS LINE."

Between China, Japan and Europe via Canada and the United States, calling at Hongkong, Shanghai, Nagasaki (through the Inland Sea of Japan) Kobe, Yokohama, Victoria and Vancouver B.C.

The only Line that maintains a Regular Schedule Service of 12 DAYS YOKOHAMA TO VANCOUVER. 21 DAYS HONGKONG TO VANCOUVER. SAVING 5 TO 7 DAYS' OCEAN TRAVEL.

Proposed Sailings from Hongkong and St. John, N.B. (Subject to alteration). Connecting with Royal Mail Atlantic Steamers.

From Hongkong.	From St. John, N.B.
"EMPRESS OF JAPAN" SATURDAY, JAN. 1ST.	"CHARTER" FRIDAY, JAN. 28TH.
"EMPRESS OF CHINA" SATURDAY, JAN. 20TH.	"EMPRESS OF IRELAND" FRIDAY, FEB. 25TH.
"MONTEAGLE" TUESDAY, FEB. 15TH.	"EMPRESS OF IRELAND" FRIDAY, MARCH 25TH.
"EMPRESS OF INDIA" SATURDAY, FEB. 26TH.	"EMPRESS OF IRELAND" FRIDAY, APRIL 22ND.
"EMPRESS OF JAPAN" SATURDAY, MAR. 26TH.	"EMPRESS OF IRELAND" FRIDAY, MAY 20TH.
"EMPRESS OF CHINA" SATURDAY, APRIL 23RD.	"EMPRESS OF IRELAND" FRIDAY, MAY 20TH.

Each Trans-Pacific "Empress" connects at Vancouver with a Special Mail Express Train and at St. John, N.B. with Atlantic Mail Steamer as shown above. The "Empress of Britain" and "Empress of Ireland" are magnificent vessels of 14,000 tons, Speed 23 Knots, and are regarded as second to none on the Atlantic. The "Empress" Steamers on the Pacific and on the Atlantic are equipped with the Marconi wireless apparatus. Passengers booked to all the principal ports in Canada, the United States and Europe, also around the World.

HONGKONG TO LONDON, 1st Class, via Canadian Atlantic Port or New York (including Meals and Berth in Sleeping Car while crossing the American Continent by Canadian Pacific direct Line) 120 days. Passengers for Europe have the option of going forward by any Trans-Atlantic Line either from Canadian Ports or from New York or Boston.

SPECIAL THROUGH RATES—Special rates (First Class only) are granted to Missions, Members of the Naval, Military, Diplomatic, and Consular Services, European Civil Service Officials located in Asia; and to European Officials in the service of the Governments of China and Japan, and the families.

Through Passengers are allowed Stop over privileges at the various points of interest on route.

R.M.S. "MONTEAGLE" carries only "One Class" of Saloon Passengers (termed Intermediate) the accommodation and commissariat being excellent in every way.

HONGKONG TO LONDON, Intermediate on Steamers and 1st Class on Canadian and American Railways.

Via Canadian Atlantic Port 120 days. Via New York 125 days.

For further information, Maps, Guide Books, Rates of Passage and Freight, apply to—W. CRADDOCK, General Traffic Agent, Corner Pedder Street and Praya (opposite Black Pier).

INDO-CHINA STEAM NAVIGATION CO., LD.

(PROJECTED SAILINGS FROM HONGKONG.—SUBJECT TO ALTERATION).

For	Steamship	On
SHANGHAI	"KINGSING"	THURSDAY, 30th Dec., 4 P.M.
NGAPORE, PENANG & CALUTTA	"NAMSANG"	FRIDAY, 31st Dec., Noon.
MANILA	"YUENSANG"	FRIDAY, 31st Dec., 4 P.M.
WEIHAIWEL, CHEFOO and CHIN.	"CHONGSHING"	FRIDAY, 31st Dec., 4 P.M.
WANTAO	"YATSHING"	SUNDAY, 2nd Jan., Daylight.
SHANGHAI	"KWONGSANG"	SUNDAY, 2nd Jan., Daylight.
NGAPORE, PENANG & CALUTTA	"KUSANG"	WEDNESDAY, 5th Jan., Noon.
SANDAKAN	"MAUSANG"	WEDNESDAY, 5th Jan., Noon.
MANILA	"LOONGSANG"	FRIDAY, 7th Jan., 4 P.M.
SHANGHAI, YOKOHAMA, KOBE & MOJI	"FOOKSANG"	FRIDAY, 7th Jan., Noon.

FOR THE MANILA CARNIVAL—Feb. 5th to 14th 1901.

A Special reduced fare of \$50 for Return Passengers will be issued for our Sailings to Manila of the 28th January, and 4th February, available for 30 days from date of issue. Passengers taking out these tickets are exempt from the Head Tax.

Passengers have superior accommodation for First-class Passengers, and are fitted throughout with Electric Light.

Taking Cargo on through Bills of Lading to Kuddat, Lahad, Datto, Simporna, Taiwan, Usukan, Jesselton and Labuan.

For Freight or Passage, apply to JARDINE MATHESON & CO., LD., General Managers.

Telephone No. 215, Sub. Exch. 4, Hongkong, 29th December, 1900.

CHINA NAVIGATION CO., LTD.

SAILINGS SUBJECT TO ALTERATION.

For	Steamers	To Sail
SHANGHAI	"OHSEAN"	30th Dec., 4 P.M.
SHANGHAI	"ANHUI"	2nd Jan., Daylight.
MANILA	"TEAN"	4th Jan., 3 P.M.
SHANGHAI	"LIHAN"	6th Jan., 4 P.M.
MANILA, ZAMBANGA and USUAL	"OHANGSHA"	8th Jan., 4 P.M.
SHANGHAI	"OHINHUA"	9th Jan., Daylight.
MANILA	"TAMING"	11th Jan., 3 P.M.

Reduced Saloon Fares, single and return, to Manila and Australian Ports. DIRECT SAILING TO WEST RIVER, Twice Weekly.

S.S. "LINTAN" and S.S. "SANUI."

AUSTRALIAN STEAMERS have superior accommodation with Electric Light throughout and Electric Fans in State Rooms. A daily qualified Doctor is carried. REDUCED FARES. Cargo booked through for all Australia, New Zealand and Tasmania Ports.

MANILA TWIN-SCREW STEAMERS and TIENTSIN STEAMERS have superior accommodation with Electric Light throughout and Electric Fans in State Rooms and Dining Saloons.

SHANGHAI LINE.

FAST SCHEDULE TWIN-SCREW STEAMERS (Anhui, Chienan, Lintan, Chienan) with excellent passenger accommodation, Electric Light throughout and Electric Fans in State Rooms and Dining Saloons, leave Hongkong for Shanghai direct every Thursday and Sunday, taking cargo on through Bills of Lading to all Yangtze and Northern China Ports.

N.B.—Passengers must embark before midnight on Saturday for the Sunday morning sailings. A Company's launch leaves Murray Pier at 10 o'clock every Saturday night. These steamers land passengers in Shanghai, avoiding the inconvenience of transshipment at Woosung.

Fares:—\$45 single, \$80 return.

For Freight or Passage, apply to BUTTERFIELD & SWIRE, Agents.

Telephone No. 16, Hongkong, 29th December, 1900.



HONGKONG—MANILA.

CHINA AND MANILA

STEAMSHIP COMPANY, LIMITED

Steamship	Tons	Captain	For	Sailing Date
RUBI	1500	R. W. Almond	MANILA	FRIDAY, 31st Dec., at 5 P.M.
CAIRO	1500	R. Rogers	"	SATURDAY, 1st Jan., at Noon.

For Freight or Passage, apply to SHEWAN TOMES & CO., General Managers.

Telephone No. 215, Sub. Exch. 4, Hongkong, 29th December, 1900.

Shipping—Steamers.

SOUTH AMERICAN LINE.

REGULAR STEAMSHIP SERVICE FOR

CALLAO, IQUIQUE, VALPARAISO, Etc., via MOJI, KOBE, YOKOHAMA, HONOLULU, MANZANILLO and SALINA CRUZ (Mexico).

S.S. KIYO MARU	9,500 tons gross	Sail Feb. 26th, 1901, at Noon.
S.S. BUJO MARU	6,500 "	" April 27th, 1901, at Noon.
S.S. AMERICA MARU	6,000 "	" "

For particulars, apply to

N. YAMADA,

Acting Manager.

TOYO KISEN KAISHA, King's Building.

Hongkong, 29th December, 1900.

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OSAKA SHOSEN KAISHA.

REGULAR SERVICES, PROPOSED SAILINGS FROM HONGKONG.

(Subject to Alteration).

TRANS-PACIFIC SERVICE.

Connecting at TACOMA with

THE CHICAGO, MILWAUKEE AND PUGET SOUND RAILWAY,

AND

THE CHICAGO, MILWAUKEE AND ST. PAUL RAILWAY,

(The only direct train service, without transshipment, also shortest and fastest route from the Pacific Coast to CHICAGO). Taking Cargo on through Bills of Lading to all Overland Common Points in the U.S.A. and Canada, also to the principal Ports in Mexico, Central and South America.

For	Steamers	G. Tonnage	Leaves
TACOMA, via MOJI, KOBE AND YOKOHAMA	"SEATTLE MARU" Capt. T. Saito	6,182	FRIDAY, 21st Jan., 1901, at Noon.

The Co's newly built steamers have fair speed. Superior accommodation for steamer passengers situated AMIDSHIP. A limited number of Cabin passengers carried at low rates. Best adapted rooms for carrying Silk, Treasure and Parcels. Special attention given towards Express connections.

HONGKONG, SOUTH CHINA COAST PORTS & FORMOSA SERVICE.

For	Steamers	Leaves
TAMSUI, SWATOW & AMOY.	"DAIJI MARU" Capt. H. Muroyama	SUNDAY, 2nd Jan., at 10 A.M.
ANPING via SWATOW and AMOY	"SOSHU MARU" Capt. T. Sugi	WEDNESDAY, 5th Jan., at 8 A.M.
SHANGHAI via SWATOW, AMOY and FOOSHU	"BUJUN MARU" Capt. Y. Fuseo	THURSDAY, 6th Jan., at Daylight.

Fair speed. Superior passenger accommodation. Electric light throughout. First class cuisine.

The newly built steamers: "OHOSHU MARU" and "BUJUN MARU"—First class Cabin AMIDSHIP.

For information of Freight, Passages, Sailings, etc., apply at the Co's Local Branch Office at Second Floor, No. 1, Queen's Buildings.

Hongkong, 28th December, 1900.

T. ARIMA, Manager.

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NIPPON YUSEN KAISHA

(THE JAPAN MAIL STEAMSHIP CO.)



PROJECTED SAILINGS FROM HONGKONG—SUBJECT TO ALTERATION.

DESTINATIONS.	STEAMERS.	SAILING DATES, 1901.
MARSEILLES, LONDON AND ANTWERP via SINGAPORE, PENANG, COLOMBO AND PORT SAID	"TANGO MARU" Capt. A. Christensen, Tons 8000 "KAMO MARU" Capt. F. L. Sommer, Tons 9000 "AKI MARU" Capt. K. Sato, Tons 7000	WEDNESDAY, 5th Jan., at Daylight. WEDNESDAY, 19th Jan., at Daylight. WEDNESDAY, 2nd Feb., at Daylight.

VICTORIA, B.C., & SEATTLE ("Isaba Maru" leaving Hongkong 8th Jan, due Kobe 19th Jan, connects) AWA MARU, Tons 6500, WEDNESDAY, 10th Jan., From YOKOHAMA.

VICTORIA, B.C., & SEATTLE ("Nikko Maru" leaving Hongkong 19th Jan, due Kobe 28th Jan, connects) SANUKI MARU, Tons 6500, SATURDAY, 29th Jan., From KOBE.

SYDNEY AND MELBOURNE via MANILA, THURSDAY, 4th Jan., at Noon. THURSDAY, 17th Jan., at Noon. NIKKO MARU, Tons 6000, Capt. M. Yagi.

NAGASAKI, MOJI, KOBE & ATSUTA MARU, YOKOHAMA Capt. Wm. Thompson, Tons 9000, FRIDAY, 14th Jan., at Noon.

NAGASAKI, KOBE and NIKKO MARU, YOKOHAMA Capt. M. Yagi, Tons 6000, WEDNESDAY, 19th Jan., at Noon.

KOBE and YOKOHAMA INABA MARU, Capt. R. Takeda, Tons 6500, SATURDAY, 8th Jan., at Daylight.

SHANGHAI, MOJI AND TOTO MI MARU, KOBE Capt. R. Smith, Tons 4500, TUESDAY, 4th Jan., at Noon.

BOMBAY, via SINGAPORE TONA MARU, Capt. Y. Nomura, Tons 5000, TUESDAY, 11th Jan., at Noon.

Fitted with new System of wireless telegraphy. Cargo only. Carries deck passengers. Through Passenger Tickets issued to the Principal Cities in the United States, Canada and Europe, in connection with the GREAT NORTHERN and NORTHERN PACIFIC RAILWAYS and Atlantic Steamers. Round-the-World Tickets also issued. Between Nagasaki and Yokohama, 1st and 2nd class through passengers, have the option of travelling by Rail.

From Hongkong direct to Nagasaki 4 days, to Kobe 5 days, and to Yokohama 6 days.

For further information as to Freight, Passages, Sailings, etc., apply at the Company's Local Branch Office in Prince's Building, First Floor, Chester Road.

T. KUSUMOTO,

Manager.

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Shipping—Steamer.

THE "SHIRE" LINE OF STEAMERS, LIMITED.

PASSENGER SERVICE TO LONDON & ANTWERP.

THE Steamers

"PEMBROKESHIRE" (late "Segura") & "OARMARTHENSHIRE". Offering superior accommodation for First-class Passengers, will be despatched from Hongkong as above on or about end of January and beginning of March respectively.

FARE TO LONDON 385

A Stewardess and fully qualified Doctor are carried.

N.B.—"Pembroke" calls at Marseilles.

For further particulars apply to

JARDINE, MATHESON & Co., Ltd., Agents.

Hongkong, 13th December, 1900.

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REGULAR STEAMSHIP SERVICE

TO NEW YORK,

VIA PORTS AND SUEZ CANAL (With Liberty to Call at Malabar Coast.)

PROPOSED SAILINGS FROM HONGKONG

FOR NEW YORK:

S.S. "BRAEMAR" On 30th Dec., 1900

S.S. "WRAY CASTLE" On 4th Jan., 1901

For Freight and further information, apply to

DODWELL & Co., LIMITED, Agents.

Hongkong, 27th December, 1900.

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EASTERN AND AUSTRALIAN STEAMSHIP COMPANY, LIMITED.

FOR SYDNEY AND MELBOURNE.

(Calling at Timor, Port Darwin and Queensland Ports, and taking through Cargo to Adelaide, New Zealand, Tasmania, &c.)

THE Steamship

"EASTERN,"

Captain McArthur, will be despatched as above on WEDNESDAY, the 5th January, 1901, at Noon.

This well-known Steamer is specially fitted for Passengers, and has a Refrigerating Chamber which ensures the supply of Fresh Provisions, Ice, &c., throughout the voyage.

The Steamer is installed throughout with the Electric Light.

A Stewardess and a duly qualified Surgeon are carried.

N.B.—To assure the additional comfort of passengers the steamers of the Company have electric fans fitted in state-rooms.

For Freight or Passage, apply to

GIBB, LIVINGSTON & Co., Agents.

Hongkong, 16th December, 1900.

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THE BANK LINE, LIMITED.

Taking Cargo on through Bills of Lading to all Overland Common Points in the United States of America and Canada, and also for the principal ports in Mexico, Central and South America.

PROPOSED SAILINGS FROM HONGKONG

FOR VANCOUVER, B.C., TACOMA & SEATTLE

MOJI, KOBE AND YOKOHAMA

STEAMER TONS CAPTAIN SAILING DATE

Superior 6,232 S. Shotton 19th Jan. 1901

Oceanic 4,657 F. W. Davies 10th Feb.

Kummers 6,232 J. Mathie 10th March

America 4,653 J. Boyd 7th April

These steamers are specially fitted for the carriage of Atlantic Steamer passengers.

PARCEL EXPRESS TO THE UNITED STATES AND CANADA.

For further information, apply to

DODWELL & Co., LIMITED, General Agents.

Queen's Buildings, Hongkong, 22nd December, 1900.

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"SHIRE" LINE OF STEAMERS, LIMITED.

FOR LONDON, ROTTERDAM AND AMSTERDAM.

THE Steamship

"CARDIGANSHIRE,"

Captain W. O. Tyne, will be despatched as above about 19th January.

For Freight or Passage apply to

JARDINE, MATHESON & Co., Ltd., Agents.

Hongkong, 11th December, 1900.

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STEAM TO CANTON.

THE New Twin Screw Steel Steamer

"KWONG TUNG" Capt. H. W. WALKER.

"KWONG SAI" Capt. K. S. CROWE.

Leave Hongkong for Canton at 9 every evening, (Sunday excepted).

Leave Canton for Hongkong at 5.30 every evening, (Sunday excepted).

These two Steamers, owned by Chinese capitalists and Officers by Europeans, are second to none on the River. Excellent accommodation for eighteen First-Class Passengers. The Steamers are lit throughout by Electricity. Electric Fans in State Rooms.

Passage Fare—Single Journey, \$4.

Mails \$1.25 each.

The Company's Wharf is situated in front of the New Western Market, opposite the old Harbour Office.

YUEN ON S.S. CO., LD.,

and

SHIU ON S.S. CO., LD.,

No. 6, Queen's Road West.

Hongkong, 26th April, 1900.

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Transcending the grave: delivery of last wishes

